OUR NEWS-ROOMS AND REFERENCE & LENDING LIBRARY will shortly be opened for the use of Subscribers to the "HONGKONG TELEGRAPH" *FREE.*

The Hongkong Telegraph.

ESTABLISHED 1881.

ONE THOUSAND DOLLARS $1,000 European Subscribers to the *Hongkong Telegraph* are, from 1st October, 1895, insured for the sum of $1,000 against Fatal Accident. *SEE BELOW.*

NEW SERIES No. 236 日六廿月一十年一十二緒光 FRIDAY, JANUARY 10, 1896. 五拜禮 號十月正英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " 3½ "
" 3 " 2½ "
DEPOSITS RENEWED ON OLD TERMS.

— J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 5,500,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
A. McCONACHIE, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 23rd December, 1895. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

Auctions.

PUBLIC AUCTION
OF
DRAPERY, &c.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW
(SATURDAY), the 11th January, 1896,
commencing at 2.30 P.M.,
at his SALES ROOMS, DUDDELL STREET,
!!! WITHOUT RESERVE !!!
THE STOCK-IN-TRADE OF A DRAPERY ESTABLISHMENT.
Comprising:—
A LARGE VARIETY OF
LADIES WINTER AND SUMMER DRESS MATERIALS,
SEAL PLUSH JACKETS, MOIRE and SURAH SILKS, LINEN, NAINSOOK and VICTORIA LAWN, PLUSH, VELVETEEN, CHILDREN'S WOOL POLKAS, WOOL HOODS and SHAWLS, &c., &c.
COTTON and LISLE THREAD HOSE, SILK GLOVES and MITTS, KNITTING and FINGERING WOOL, STRAW and FELT HATS, FLOWERS, FEATHERS, SILK and SATIN RIBBONS, GAUZE VESTS, BUTTONS, TRIMMINGS and a quantity of OTHER ARTICLES,
Also
A QUANTITY OF
GENTLEMEN'S OUTFITTING,
Comprising:—
TWEEDS & SERGES in SUIT LENGTHS, LINEN COLLARS, FRONTS, SHIRTS, SINGLETS, COTTON and THREAD SOCKS, LACE WINDOW CURTAINS and OTHER GOODS.
On View from FRIDAY, the 10th January.
TERMS OF SALE:—As customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 6th January, 1896. [38

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
88, Queen's Road Central.

Sole Eastern Agents for SPHINCTOR GRIP ARMOURED HOSE. SNOWDON, SONS & Co. "SNOWDRIFT" MANF.
Sole Eastern Agents for THE NEW WIRE WOVE ROOFING Co. THE ALUMINIUM & GENERAL FOUNDRY Co.



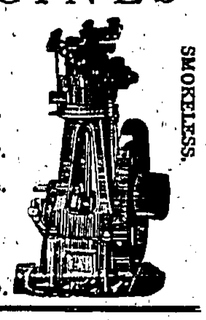
SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
W. JACKSON, Manager.
Hongkong, 26th September, 1895. [30

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

NOISELESS. SMOKELESS.



SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.

MONTHLY RATES FOR MEALS AT H.K. HOTEL.

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	42.50

MOUNT AUSTIN HOTEL.
1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [28

THE CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

KELLY & WALSH, LD.
IMPERIAL DIARY & DATE BLOCK
for 1896
CHINESE AND ENGLISH.
Hongkong, 21st December, 1895. [6

Intimations.

$1,000 ONE THOUSAND DOLLARS. $1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING
TO
"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY THE SUM OF

$1,000 MEXICAN,

to the legal representatives of the European holder of this COUPON in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the "HONGKONG TELEGRAPH" as furnished to the Company for the Three Months ending 31st March 1896; that the premium* thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that $1,000 only will be paid in respect of any one death.

*This premium is paid quarterly in advance by the Proprietors of *The Hongkong Telegraph*.

J. Y. V. VERNON,
AGENT.
Hongkong, 1st January, 1896. 50

THE HONGKONG BUTCHERY,
— Nos. 11, 18 and 18 Central Market.

PRIME BEEF and MUTTON.
CORNED BEEF and TONGUES.
AUSTRALIAN PICKLED HOG'S TONGUES.
AMERICAN BUTTER in Rolls and Pits.
GAME, &c., &c. &c.

☞ SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,
Hongkong, 3rd December, 1895. [49

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [33

CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

CHAMPAGNES,	HOCKS,	RUM,
SHERRIES,	MOSSELLES,	GINS,
PORTS,	WHITE WINE,	LIQUEURS,
CLARETS,	BRANDIES,	BITTERS,
BURGUNDIES,	WHISKIES,	ALES & STOUTS.

Hongkong, 6th December, 1895. [39

Insurances.

THE MANCHESTER FIRE ASSURANCE COMPANY.
ESTABLISHED A.D. 1824.

CAPITAL£2,000,000
TOTAL FUNDS AND SECURITY.....£3,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [59

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1895. [52

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333-33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895. [43

Notice of Firms.

NOTICE.

MR C. BEURMANN has This Day been admitted a Partner in our FIRM in HONGKONG and CHINA.

ARNHOLD, KARBERG & Co.
Hongkong, 31st December, 1895. [185

NOTICE.

THE INTEREST and RESPONSIBILITY of the Late DAVID MONCRIEFF WRIGHT in the Firm of D. MONCRIEFF WRIGHT Ceased on the 31st day of December, 1894, since which date, the Firm has been carried on by ROBERT JOHN HASTINGS upon his own account.

The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the Name of D. M. WRIGHT & Co.
Tsinanfu, 31st December, 1895. [81

NOTICE.

NOTICE is hereby given that
Mr. ALFRED F. O. KRAUSS
and
Mr. PHILIPP BERNHARD SCHMACKER
retired from our FIRM on the 31st December, 1895, and that
Mr. FRIEDRICH CARL PAUL SACHSE,
Mr. CHARLES ERNEST RAYNER
and
Mr. GUSTAV ADOLPH DEGENER
BÖNING
have To-day been admitted Partners.

CARLOWITZ & Co.
Hongkong, Hamburg & China,
1st January, 1896. [54

SPECIAL NOTICE.

WE, the Undersigned beg to notify the PUBLIC that our Business Manager AH YON has This Day RESIGNED and that our Managing Partner, CHUN WING TONG will conduct our Business as CHARTERERS, COAL and TEA MERCHANTS, SHIPS' COMPRADORES and STORE-KEEPERS as heretofore.

WING CHEONG & Co.,
No. 44, Praya Central.
CHUN WING TONG,
Managing Partner.
Hongkong, 6th January, 1896. [83

Intimations.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG BRICK AND CEMENT COMPANY, LIMITED, will be held at the OFFICE of the COMPANY, No. 9, Praya Central, TO-MORROW, the 11th day of January, 1896, at 12 o'clock NOON, for the purpose of considering and if thought fit passing the following Resolution, that is to say:—

"That the HONGKONG BRICK AND "CEMENT COMPANY, LIMITED, be wound "up voluntarily under the Provisions of the "Companies Ordinances 1865 to 1890, and "that CREASY EWENS of Victoria in the "Colony of Hongkong be and he is hereby "appointed Liquidator for the purposes of "such winding up."

Dated the 23rd day of December, 1895.
By Order of the Board,
W. A. DUFF,
Secretary.

NOTICE.

With reference to the above Notice the Business of the COMPANY will not be interrupted and Orders will be received as heretofore by the Undersigned.

W. A. DUFF,
1818] Secretary.

HONGKONG SMOKING CONCERT CLUB.

THE next CONCERT will be given TO-MORROW, the 11th instant, at 9.15 P.M. Commander TUNNARD in the Chair.

J. A. LOWSON.
Hongkong, 7th January, 1896. [97

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

SUNDAY EXCURSION TO MACAO.

THE Steamer "HONAM" (Weather Permitting) will make a Special Cheap Excursion Trip to MACAO next SUNDAY, the 12th instant.

Hours of departure:—From HONGKONG at 9 A.M. and returning will leave MACAO at 10 P.M.

A FANCY FAIR is announced to commence at 1 P.M.

Fare there and back $2. No Single or Second Class fares.

TICKETS obtainable at the COMPANY'S OFFICE or on board the Steamer before she leaves.

T. ARNOLD,
Secretary.
Hongkong, 9th January, 1896. [105

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the REGISTERED OFFICES of the COMPANY, 38 and 40, Queen's Road Central, on MONDAY, the 20th day of January, at NOON, for the purpose of Receiving the Report of the General Managers, together with a Statement of Accounts for the year ending 30th November, 1895.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 21st instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 9th January, 1896. [103

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTH ORDINARY MEETING of SHAREHOLDERS in this COMPANY will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1896, at 12 o'clock (NOON), for the purpose of Receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1895.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY the 15th to THURSDAY the 23rd January, 1896, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 9th January, 1896. [104

MUNICIPALITE FRANCAISE DE SHAMEEN.

ELECTION D'UN CONSEILLER MUNICIPAL.

UNE élection pour la nomination d'un Conseiller Français, en remplacement de M. DUFETRE, Conseiller sortant, aura lieu le dimanche 19 Janvier, 1896, au Consulat de France.

Le scrutin sera ouvert de 10 heures du matin à 4 heures du soir. La liste électorale, déposée à la Chancellerie du Consulat, sera mise à la disposition des électeurs à partir du 14 Janvier et close le 18, à 4 heures du soir. Les demandes d'inscription ou de radiation devront être adressées, avant cette dernière date, au Consulat.

Le Consul de France,
1061 C. IMBAULT HUART.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, Lancashire.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [56

MUSIC LESSONS.

MR. NATH. RUCHWALDY is again prepared to take PUPILS for PIANO, MANDOLIN, GUITAR and BANJO at his usual Terms.

Address,
No. 4, BLUE BUILDINGS.
Hongkong, 6th January, 1896. [86

PROSPECTUS
OF
OLIVERS FREEHOLD MINES, LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG—1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

GENERAL MANAGERS:
JOHN D. HUMPHREYS & SON.

CAPITAL.....$300,000

DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF $5 EACH.

(OF WHICH 10,750 "A" SHARES AND 5,000 "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOR "B" SHARES { $1.00 PER SHARE ON APPLICATION. / $1.50 PER SHARE ON ALLOTMENT.

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.

Any person may apply for 1 "A" share for every 20 "B" shares applied for by him. The "A" shares are payable, $1 on application and the balance, $4, on allotment.

Application for Shares accompanied by a deposit of $1 per Share must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 16th day of January, 1896.

For forms of application apply in Hongkong to JOHN D. HUMPHREYS and SON, General Managers, or to A. S. WATSON & Co, LIMITED, at Canton, Foochow, and Shanghai.

The Company was formed to acquire and has purchased the Olivers 100 Acre Freehold and other properties adjacent thereto belonging to the Vendors with the Machinery, Stamps, &c., thereon for the price of $50,000, which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A", or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate on the Eastern boundary of Olivers Freehold for the price of $35,000 which as to $10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' shares and as to $25,000 the balance is payable in cash.

All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share, but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.

It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz:, 15,000 "B" Shares or such part thereof as may be thought advisable be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:—

I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLMOTT, a mining expert from Victoria. Mr. WILLMOTT has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.

The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 695 yards, 2 feet, 6 inches.

The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dam of the reservoir which supplies the battery belonging to the property, situated at Mount McDonald in the district of Caicoar in the province of Bathurst, New South Wales.

The *Battery* itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment as quartz can be carted to it or trolled to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boilers.

The *Water Supply* consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.

The *Machinery* we found to be of the best description and comprises a first-class engine and two good boilers. There are 4 batteries of 5 head of stamps capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.

The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.

A party of Tributors, at work on the Freehold not far from the battery, was raising ore which yielded over 2 ozs. to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it.

The old workings are of the most primitive description, having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is said about 100 ozs. of gold a month were obtained by the owners of the battery at the time from recrushing and washing the tailings. One working not far from the battery yielded 10 ozs. of gold to the ton, and £700 worth of gold was taken out of a hole a few feet deep just below the dam.

It is seen by examining the old workings which still exist that they were mined by men unaccustomed to cope with quartz mining difficulties. The work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or become dangerous through being unimbered, the mines were abandoned. This part of the district was, moreover, at the time infested by bands of desperate bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.

Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear.

As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years.—Given sufficient capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere. Eureka Mine lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured, thus giving to the Company a magnificent water supply.

The new shaft of the Eureka has been sunk to a depth of 85 feet.—The old workings before the miners were flooded out yielded to a depth of 140 feet not less than 1 oz. of Gold per ton, with occasional better results. This is recorded in the Government Reports.

It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surmounted by poppet heads in the vicinity of which is a machine house with necessary winding and pumping gear for freeing the mine from water. All were in good order and fit to commence work when inspected.

The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £5 per foot. When deepened, sufficient tunnels will be driven to the North and South and the reef will be worked upwards, which is the most economical plan.

The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account, but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.

The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time win good results. A map of the mines is attached and also a map of New South Wales showing Railways and the direction of the Reefs running through the property with the position marked of some of the principal mines:—

Viz:—No 1.—Ophir—where Gold was first discovered in Australia.
No. 2.—Lucknow—The Wentworth Proprietary Company, £500,000 Capital.
No. 3.—Mount MacDonald—Olivers Freehold Mines including Eureka.
No. 4.—Adelong—Gibraltar Gold Mining Company floated in London, October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON,
GENERAL MANAGERS,
HONGKONG. [110

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENALDER,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th January, 1896. [119

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES AND GENOA.

THE Company's Steamship

"CLAM,"

Captain T. Black, will be despatched as above on MONDAY, the 13th instant, at Noon.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 10th January, 1896. [1749

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"POLYPHEMUS,"

Captain Goodwin, will be despatched as above on TUESDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th January, 1896 [1817

FOR KOBE (DIRECT).

THE Steamship

"RHODORA,"

Captain Williams, will be despatched for the above Port on FRIDAY, the 17th instant, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 10th January, 1896. [120

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched on TUESDAY, the 14th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th January, 1896. [65

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"FOOCHOW,"

Captain Blackburne, will be despatched on TUESDAY, the 14th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th January, 1896. [116

Intimations.

"HOW IT'S DONE."

TO MANY IT IS A PUZZLE HOW WE CAN SELL AT A CHEAPER RATE THAN OTHERS.

THE ANSWER IS VERY SIMPLE.

GOOD VALUE. REGULAR QUALITY. POPULAR PRICES.

TRY **PEACH-BLOSSOM SOAP.**

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.
52] HONGKONG.

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

Under the Patronage of
H.E. the Governor, Sir WILLIAM ROBINSON, K.C.M.G.

GRAND CLASSICAL CONCERT
BY
SIGNORINA BELINFANTE.
Assisted by
SEVERAL LEADING AMATEURS
ON
MONDAY, 20th January, 1896,
AT 9.15 P.M.

Full particulars will be published later.

SEATS can be Booked at Messrs. KELLY & WALSH, Ld.

Stall & Dress Circle$2
Back Seats$1

Hongkong, 10th January, 1896. [114

A MASONIC BALL,
UNDER THE AUSPICES OF THE
DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA,
WILL BE HELD AT THE
CITY HALL,
ON
MONDAY, 17TH FEBRUARY, 1896.

Intending Subscribers will find Lists at
THE HONGKONG CLUB.
THE HONGKONG HOTEL,
THE VICTORIA HOTEL.
THOMAS' GRILL ROOMS.
Messrs. CAMPBELL & MOORE,
" FALCONER & Co.
" KELLY & WALSH,
" LANE, CRAWFORD & Co.
" A. S. WATSON & Co., Ld.

Hongkong, 10th January, 1896. [117

PERSEVERANCE LODGE OF
HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th January, 1896. [118

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 10th January, 1896. [115

CHINA NAVIGATION COMPANY, LIMITED.

FOR WUHU.

THE Steamship

"CHIHLI,"

Captain Anderson, will be despatched on SUNDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th January, 1896. [111

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER,
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [1650

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896. [5

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 10, 1896.

NOTES AND COMMENTS.

We were perfectly well aware when writing our paragraph the other evening about the action of the Governor in connection with the *Light and Pass Ordinance* that he could have legalized his proceedings by calling together immediately the Executive Council and making an Order-in-Council altering the hours in which lights and passes are required, but we were bound to presume, from the tenor of the Colonial Secretary's letter to Captain HASTINGS, that he had not availed himself of the provisions of the Ordinance. If an Order-in-Council had been made altering the hours surely the Colonial Secretary would have stated that fact in his letter to Captain HASTINGS, and would have enclosed a copy of the Order. It is reported (we do not know whether correctly or not) that the Captain Superintendent hesitated—to use no stronger word—about giving effect to the instructions in the Colonial Secretary's letter, and asked for some proper authority before instructing the Police to allow free 'om of movement to the Chinese up to midnight. If CAPTAIN HASTINGS did so, he did right.

* * *

Now, may we call the attention of the Governor and Government to a very simple rule of law and common sense? Where anything has to be done in meeting, or in Council, or by any number of men together, they must be called together for the purpose and must meet together and consider the question, whatever it is, together, so that each can hear the other's views. No Order-in-Council can legally be made unless the members of Council have met together to make it. It is not sufficient to get the assent of the members by circular. Another thing is worth remembering, and it is that the unrestrained power to do a thing does not dispense with the necessity of observing all the proper forms in doing it.

REUTER'S MESSAGES.

THE TRANSVAAL INCIDENT.

LONDON, January 8th.

An additional flying Squadron composed of six ships has been ordered to be put in immediate Commission.

A Naval Force is proceeding to Delagoa Bay.

JOHANNESBURG.

LONDON, January 9th.

Johannesburg has yielded unconditionally, and the inhabitants have given up their arms.

DR. JAMESON'S FATE.

President Kruger has intimated that he will deliver up Dr. Jameson and the other prisoners to Sir Hercules Robinson on the Natal border.

THE "WAR" AT AN END.

Sir Hercules Robinson is satisfied that the crisis is over and that there is no danger of further hostilities.

JAMESON AND RHODES MUST GO.

The Transvaal Republic demands the expulsion of Mr. Cecil Rhodes and Dr. Jameson from Africa, and an enormous indemnity from the Chartered South Africa Company.

GERMANY WARNED!

The war preparations in Great Britain are regarded more as a warning to Germany than as indicating a coming war with the Transvaal Republic.

LOCAL AND GENERAL.

H.M.S. *Humber* will probably arrive here on or about Tuesday next, the 14th inst.

H.M.S. *Archer* is now at the Pescadores (Formosa) *en route* to Hongkong from Foochow.

SUBSCRIPTION Lists for the Masonic (Jubilee) Ball to be given on the 17th proximo can now be signed at several hotels and stores in the city. *Vide* advt.

AN extraordinary general meeting of the Hongkong Brick and Cement Co., Ltd., will be held at the Company's office, at No. 9, Praya Central, at noon to-morrow.

THE *Rangoon Gazette* has been officially informed that Reuter's Agency proposes in future prosecuting those newspapers of India and Burma which 'pirate' their telegraphic service.

A "DULL."

A.—"I don't think *Punch* is anything like what it was."

B.—"No. It never has been as good as it used to be."

ON Tuesday next the *Daphne* sails for Shanghai, *viâ* coast ports. The same day the *Redpole* will probably leave for Foochow *viâ* Amoy, and will return to Hongkong at a comparatively early date to refit.

THAT gifted songstress Signorina Belinfante, who has arrived here from Japan and Shanghai, will give a grand classical concert in the Theatre Royal, with the assistance of several of our leading amateurs, on the 20th inst. See advt.

THERE were, says the Straits *Free Press* of the 26th ult., rumours in town to-day that a murderous affray occurred about one o'clock this morning on one of the adjacent islands, which resulted in several Chinese being killed and several others wounded.

A CRICKET MATCH, H.K.C.C. *v.* the Golf Club, will be played on the Cricket Ground to-morrow, and it is pleasant to learn that by the courtesy of Major the Hon. E. Noel and the officers, the excellent band of the Rifle Brigade will be in attendance during the afternoon.

AT the Magistracy this afternoon the master (Chinese) of the launch *Wing Lee*, who ran his craft into and sunk a fish-boat near Hau-ma-ti on the 2nd inst., as reported in these columns at the time, was brought up on remand charged with manslaughter and committed for trial at the next Criminal Sessions.

A "HOUSE-BOY" was this morning punished at the Magistracy for leaving his employ without giving due notice. Hearing of a better job, this guileless youth quitted his employer's house in hot-haste, and for taking French leave he had to-day to ante-up five unchopped Mexicans and consider himself lucky that he was not consigned to the Queen's Hotel for at least three days and three nights.

TWO marine officers from a merchant steamer in port got mixed up in a squabble with some men in the Travellers' Hotel last night. It resulted in a free fight, the outcome being that they were charged at the Magistracy this morning with assaulting the barmaid of the hotel. The evidence was very conflicting, but as a black eye bore evidence that the "lady behind the bar" had been hard hit, one of the strangers, who was credited with "letting fly" right and left, was fined $20 for assault and ordered to pay $10 compensation for the damage done to the lady's optic, while the other officer was fined $10 for disorderly behaviour. They paid up.

YACHTSMEN, says the "Look-out Man" in *Fairplay* of 6th ultimo, will be interested to learn that Fife of Fairlie is commissioned to build a replica of the famous *Isolde* and to have the new "forty" ready for launching in the spring. The report gives encouragement to the hope that there may yet be a revival of interest in this class to ensure some more building during the winter. Mr. Goelet seems determined to 'go one better' than the *Niagara*, for he has ordered a twenty-rater from Sibbich, of Cowes, to take the shine out of the famous Herreshoffer. But Clyde yachtsmen, designers, and builders smile grimly at the idea of Cowes doing what the Clyde was not able to do last season. I see no reason myself why because *Eucharis* did not eclipse *Niagara* somebody should not improve on *Eucharis*, which, after all, was not built from a close study of the Yankee phenomenon. The "Look-out Man" thinks it is rather hard that we are still tied to Yankee models for our racing machines.

A REGULAR meeting of Perseverance Lodge, No. 1165, will be held in the Freemasons' Hall, Zetland Street, on Thursday, the 16th instant, at 8.30 for 9 p.m precisely. Visiting brethren are cordially invited.

THUS the Straits *Free Press* of the 3rd instant:—The case of F. Clarke & Co. *v.* Prince Alexander Tanty, otherwise Baron de Horn, in which the plaintiff sued for $90, for the hire of a barouche, and which was only postponed at the previous hearing (on condition that the Baron paid the costs of the day and paid into Court a sum of $30) to allow of the defendant giving evidence in his own behalf, again came on for hearing before Mr. Justice Leach this morning. Ultimately his lordship found a verdict for the plaintiff, with costs.

THIS *re* the late lamented "G. A. S." is refreshing:—

DEAR TELEGRAPH,

I noticed in your columns recently a brief reference to the late George Augustus Sala, who died at Brighton a few weeks back. He was a man of excellent wit and dry humour, and his anecdotes were simply perfection, whether in the nature of drawing room or smoking room yarns. Here is one of the former:—A Queen's messenger was resting for the night at the Hotel Imperial in Vienna, on his way to Belgrade with despatches. After dining he lounged into the winter-garden of that sumptuous hostelry, where the guests are wont to assemble after dinner to smoke their cigars, drink their liqueurs, and listen to Strauss melodies played by an admirable orchestra. While sitting in the garden up dashed a carriage-and-four with outriders, and everybody jumped up and uncovered, the ladies bowing to the occupant as he went into the vestibule. Our friend, knowing it was not the Emperor, remained seated, and almost immediately the hall-porter (in Austria an important personage) approached our messenger-friend and delivered himself, in stentorian tones, of the following:—"When the Grand Duke of Pity-Pilaty arrives in this establishment it is customary for every *gentleman* to rise from his seat and uncover his head." The reply was—"Thank you very much, and (rising) when a German flunkey insults an English gentleman it is customary to knock him down," and he did so!

Yours truly,

BOILING BILLY.

SCARLET is a conspicuous colour, no doubt, and those who desire to see it abolished in the fighting dress of the British army have therefore, *prima facie*, a considerable weight of argument in their favour. For our part, however, whilst we (*Broad Arrow*) are fully in favour of the blue jersey as the dress for route marching and manœuvres, we should be sorry to see any change in the colour of the fighting kit. The objections to scarlet are that it is conspicuous and that it rapidly loses colour and becomes soiled by wet or perspiration. The first objection applies equally to manœuvres and to active service, but the second is of no consequence in the case of active service, except that it tends to modify the evils arising from the first. If the soldier spoils his clothing at manœuvres or otherwise in time of peace, the expense of providing a fresh outfit generally falls upon his own shoulders and thus involves a considerable hardship. But the survivors of a campaign receive new clothing at the cost of the public as a matter of course, and whatever the colour of the garments the need for new ones would be the same, for they would be more or less worn out. Scarlet is not a bad service colour. Before the first week's march is completed the scarlet assumes a sort of dull purple hue, not nearly so conspicuous and yet sufficiently distinguishable to obviate the danger of mistaking friends for foes. There is much to be said on both sides of the question, but without taking refuge in an appeal upon sentimental grounds, we honestly believe that the historic scarlet is as good a colour as can be found. We are therefore averse to abandoning it.

THE VEHICULAR DIFFICULTY.

On the case against Mr. J. D. Humphreys, charged with having driven a private two-wheeled vehicle on the 30th December for which he had not taken out a licence, being called on again (it was adjourned on the 7th) at the Magistracy this morning, Capt. Hastings asked leave to amend his statement by substituting the words "two-wheeled vehicle" for "dog-cart." He stated that he was unable to swear to the different classes of two-wheeled vehicles. He had seen Mr. Humphreys in a similar trap before.

Mr. Humphreys objected, saying that he had brought witnesses to prove that he had not driven a dog-cart, but his Worship allowed the amendment on the ground that, as long as it was proved to be a two-wheeled trap, he would not allow any technical objection to be successfully raised.

Captain Hastings was cross-examined by Mr. Humphreys as to the colour of the trap and the date, which he adhered to, but could not swear that the trap belonged to the defendant.

T. Moffitt, P.S. 80, stated that about the 18th December he had been at Mount Richmond on business, and was then shown over the premises by Mrs. Humphreys. On that occasion he had seen a high two-wheeled vehicle, with a black body and hood, in the stables. He had seen both Mr. and Mrs. Humphreys driving in it on several occasions.

Mr. J. Kennedy stated that on the 30th December he did not let a two-wheeled trap to Mr. Humphreys. He then described the traps in Mr. Humphreys' stable as a mail-phaeton (a four-wheeler) and a buggy and a Croydon cart, each two wheelers.

For the defence Mr. Henry Humphrey's stated that he returned from Europe on the 30th December and was with his father all day except about an hour, between 4 and 5 o'clock. He did not see his father driving, but did not go home with him that day.

James Coursland, Mr. Humphreys' groom, said he used the only single harness in the stables on the 30th up till about 4 p.m., and after that was absent until after Mr. Humphreys' return. He did not think the buggy was used that day, but could not swear it was not.

This closed the evidence, and Mr. Humphreys addressed the Court contending that the prosecution had no case. As far as he remembered, he had not driven a carriage on the day in question.

His Worship:—Mr. Humphreys, I want to suggest to you the taking out of these licences. The case is this:—For every time you use a vehicle without a licence you are liable to be brought up here, and that causes great annoyance to both you and the Police, besides giving a great deal of trouble to the Court.

Mr. Humphreys:—I do not propose to give myself further trouble, nor the police; I shall not take out a licence, but I shall not again drive an unlicenced vehicle as long as this Ordinance is in force.

His Worship:—If you are prepared to undertake to take out a licence I will make the punishment nominal.

Mr. Humphreys:—I cannot do that, but I will undertake to sell my traps.

His Worship:—That is not the same. I must, under these circumstances, inflict the same punishment as before—the full penalty of $25.

Mr. Humphreys:—I cannot see the justice of that. Surely if I promise to sell my traps and not drive except in licensed vehicles that is fair. At any rate I will not take out a license.

The twenty-and-five shekels of silver were, of course, at once handed over to "the Coort" and this ended a case which the Official Phalanx will doubtless consider reflects considerable credit on the Police the Magistrate and everybody mixed up in it. But will the public think so?

INSANITARY SANITATION.

AN EXPERT CONDEMNS THE SEPARATE SYSTEM.

We have received from Dr. Yersin, who was sent here by his Government in 1894 to study the plague, and who has devoted himself to the subject, a copy of two papers addressed by him to the Pasteur Institute on this subject. They are, of course, too distinctly technical for translation and publication in their entirety, but we cannot resist the temptation to turn into English and print for the information of the Director of Public Works and his Sanitary Staff Dr. Yersin's opinion about the separate system and, more important still, about the mode of its application in Hongkong. He condemns the house drains and sewers as being too small. That was Mr. Danby's complaint and Mr. Leigh's, too, when the scheme was first published. Dr. Yersin writes:—"It is interesting to note that in the part of the town in which the epidemic broke out and caused the greatest losses they had just installed a new drainage. The pipes, of *dimensions much too small*, are divided into lengths separated by gully holes of which the cleaning is almost impossible and which constitute therefore numerous and permanent breeding places for infection. It seems impossible to understand why there exist in Hongkong two separate systems of drains—one large and well made and in good order to carry off the rain waters, the other, narrow and constantly obstructed, for the household slops and refuse."

REBELLION IN FORMOSA.

THIRTY THOUSAND HAKKAS ON THE WAR-PATH.

Writing under date of January 7th, our Tamsui correspondent furnishes us with the following very interesting report of the recent revolt of the hardy natives of North Formosa:—

On the 1st of January a great rising of the Hakkas occurred throughout the northern part of the "Beautiful Isle." For some time rumours had been afloat, and the townspeople had been told by the patriots to hold themselves in readiness to drive the Japanese out of the island. No one took this warning seriously. It was about 2 a.m. on the 1st when beacon fires were lit as the signal for a general massacre of the Japanese. Thousands (some say 40,000) of armed Chinese soon afterwards surrounded Taipehfu, the capital, and if it had not been for the wall surrounding the city there can be no doubt that the Japanese would have fared badly. The gates were, however, soon closed and a siege began, lasting nearly all day.

It has been well known for some time that the Japanese had very few troops in Formosa—some accounts stating only 1,500 men between Keelung, Taipehfu and Hobe—and this fact was well known to the Hakkas in the interior, who therefore thought it would be an easy task to retake the island. The Chinese residents of the city knew better, though, and never rose, although if the Hakkas had been victorious there is little doubt but that they would have joined them, for the Japanese are not loved.

The Japanese inside the walls of Taipeh were too few to make a sortie, so contented themselves with firing at the rebels from the walls, and so good was their marksmanship that sixty dead were found in one place not 100 yards from the boundary wall. Strange to say, there were no machine guns in the place, although, fortunately, later on two field guns were got into position on the walls. Every Japanese civilian volunteered, and armed himself as best he could, the coolies with pointed bamboos, the carpenters with sharpened axes, so if the rebels had entered the city they would have met with very determined opposition.

Meanwhile Hobe (Tamsui) was threatened by a body of Hakkas from the North Hill, and everybody was very anxious for a while, as there were here only a few soldiers, besides the police, to defend the place. Fortunately no attack was made. The Customs people and all the Japanese were soon armed, and as soon as reinforcements arrived a few companies of Japanese soldiers scoured the neighbourhood and returned with 17 prisoners, who were taken across the river and executed on the 5th instant as a warning to the large body of rebels who were believed to be lurking in that neighbourhood.

News has reached me that 25 railway coolies were murdered and horribly mutilated at Sikow; also 5 Japanese who had started a school some distance to the south of Taipehfu shared a similar fate, and there is little doubt that many Japanese in the interior have been cruelly put to death. The telegraph wires between Taipehfu, Keelung and Hobe were cut as soon as the rebellion broke out, so that communication was difficult, and it speaks well for the promptness of the Japanese that on the 4th reinforcements arrived from Japan and that the next day 1,500 additional troops started in pursuit of the rebels, a number of whom fled to the hills to the N.W. of the capital, where the Japanese hope to surround and thoroughly defeat them. The mountain passes are strictly guarded and the river between the capital and the sea is patrolled by armed launches day and night.

The flames of burning houses were seen from this place on the 6th, and the Japanese sentries were thereupon posted on all the roads leading to the interior. Executions of rebels have been going on almost daily, and it is said the Japanese have already 400 prisoners. That all the prisoners are guilty is very doubtful, for several men in the employ of Europeans, who could have no motive in rebelling and who have always borne good characters, have been arrested on suspicion. That the Japanese will show much leniency is not to be expected; and it must be conceded that the occasion demands a severe lesson. Altogether 50 Japanese, all civilians, have been murdered, and it is not to be expected that the Japanese soldiers who have seen the horribly mutilated remains of their compatriots will show much mercy when they get within striking distance of the enemy.

A DISMAL PROSPECT.

All traffic in the river is stopped, only launches with special passes being allowed to go up or down; the discharge of cargo at the port is practically at a standstill, and there is no doubt this deplorable rising will retard the development of the Island and upset trade for some time to come.

The new and stringent passport regulations came into force on the 1st, and are strictly carried out, so that emigration from the mainland to Formosa is practically stopped, and even women and children are not allowed to return to their homes. I understand the object of a passport from the Chinese authorities was to keep bad characters out of the island—a very good one, no doubt, but it will not work as the Chinese mandarins have never issued passports. If these regulations are carried out during the tea season it will give no end of trouble. Wares will go up and it will be practically impossible to carry on business, besides being a great hardship to the thousands of coolies who come over for the tea season from the mainland every year.

H.M.S. *Archer* arrived off the port on the 3rd, but fortunately her services were not required, and she left again on the 6th for Hongkong *viâ* the Pescadores.

THE MILITARY EXTORTION.

[SINGAPORE FREE PRESS, *26th Dec. 95.*]

We think the Hongkong Unofficials, before the question was put to the Council as to the Military Contribution, should have tabled a protest, risen in a body, and left the Council Chamber, so that the vote had to stand as a protested official vote and not a majority on a division. Let them *unanimously* play the Singapore trump and let all Justices of the Peace, European and Chinese visiting justices, and other unpaid public servants resign their duties along with the Unofficials. Then work the telegraph wires and the home Press in concert with the Hongkong Committee of the China Association, the Ceylon Association, and the Straits Settlements Association in London. Hongkong has a first-rate case, and if it works with a will, all hands in, it will win to a certainty. And let it call a spade a spade; a good blunt Saxon epithet, if true and honestly deserved, will stick in the minds of a public that will not pay much heed to rose-water protests and kid-glove tacklings and the militant demeanour of a "Private Secretary" whose acme of indignant self-vindication was the mild threatening of a "good hard push."

[We most heartily concur. But there is no manhood left in the Colony.—Ed. *H.K.T.*]

THE SCHEME OF SEA-WATER SERVICE SUPPLY TO LONDON.

We commend to the attention of the local authorities the following clipping from the *Lancet*. What's useful for and possible in London is equally, if not ten thousand times more so, possible here:—

It seems to us that if sea-water could be substituted for fresh water for the purpose of flushing our drain and sewer systems, a very important economy in the supply of water for drinking purposes would result. The amount of water used for merely removing waste and offensive matters from our midst is, in proportion to that used for consumption, very considerable, and the demands, therefore, for potable water as London's first necessity of life would be very materially reduced. Assuming, for example, that each individual uses two gallons of water for flushing purposes per diem, this alone would mean a saving for the drinking supply in London of at least 10,000,000 gallons a day if sea-water were substituted for this purpose. Is there, then, any necessity to go further afield, as, for example, to Wales, for an additional supply of water for drinking purposes, and to incur such enormous expense, when within fifty miles of the metropolitan area sea-water may be had in inexhaustible quantities, the equivalent of which would be saved for drinking, cooking, and cleansing purposes? On the face of it, it is an absurd piece of extravagance that the same water which we drink, and which, therefore, is purified with great care, should be used for the mere conveyance of sewage, and thereby immediately grossly contaminated. Again, sea-water serves to arrest the putrefactive processes for a time, and acts very prejudicially on the germ of typhoid fever, so that it is probable that the offensive and unhealthy character of sewer emanations would be favourably modified. All these are facts which should lead us to consider the scheme of sea-water supply to the metropolis with very great care, for the proposal has, we venture to think, a much more important bearing on public affairs and London's future history than at first sight appears.

WE also commend this excerpt from a recent issue of the *Singapore Free Press* to the local authorities who cannot see their way to utilising an inexhaustible supply of sea-water for flushing purposes:—

The Hon'ble Mr. Belilios was rather cavalierly snubbed the other day by the Colonial Secretary of Hongkong for wanting to know why the insanitary state of the Hongkong drains could not be remedied by flushing with sea-water pumped up into reservoirs at a suitable altitude on the high levels. Let Mr. Belilios take heart of grace. They propose to do much more than that in London, as we see by the full text of a private Bill entitled "London Sea-Water Supply" advertised in the newspapers. And we read:—Sea-water baths for the poor dry Londoner have been a dream for many years past, but now at last there seems more than a chance of their becoming an actual fact. A Bill is to be brought forward which will ask Parliament for the necessary powers, and we may shortly expect to find sea water constantly laid on in every well-regulated London house. The supply is to be drawn from Lancing, and there are to be sixteen conduits, which will carry the water not only to Chelsea, Kensington, St. George's and Paddington, but to the Strand, Whitefriars, Bloomsbury, and even to distant Shoreditch and sequestered Bethnal-green. A serious blow will be dealt to all the sea-side places of the South Coast, for no one will have to leave London for a course of sea-bathing any more, and, barring a few frantic enthusiasts, there lives not a man who would not be glad to have the sea brought to him tamed and docile instead of having to face the monster in all the fury of his natural state.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Wise.)

January 10th.

FIXTURES.

The following cases were to-day set down for the respective dates:—

Monday, January 13th.

2177—David Sassoon Sons & Co. *v.* The Kwong Leong Cheong 207.08

2219—Tam Yew *v.* Tang Kai Heung... 103.83

Tuesday, January 14th.

2200—Ng Pak Lin *v.* Choi Koon Hing 110.00

17—Mak Tsun Sang *v.* Kwan Ting Yuen 50.00

Wednesday, January 15th.

2150—Chan Man Fai *v.* Tsang Tin Po and another 605.00

2221—Low Wing Hong *v.* Tang Heung Tai 748.50

Thursday, January 16th.

13—Mok Ting Yow *v.* Shek Afro 9.00

Judgment was given for the plaintiffs in the following cases:—

2116—J. Ullmann & Co. *v.* C. A. Souza 9.00

2174—Chan Lai Tong *v.* Chan Ngan... 440.00

2213—Chan Tun Cho *v.* Li Sin 356.50

2224—The Tsin Nam Low *v.* U Wai Chuen 3.09

2225—Essal Singh *v.* A. A. da Costa... 10.00

2216—Chan U Fai *v.* The Hip Tai Loong Kwong Kee 1,000.00

2231—Shing Lung *v.* Yee Wo..... 460.92

2232—Kwong Yik Lung *v.* Yee Wo ... 222.34

2233—Yu Yuen Lung Kee *v.* Yee Wo 234.14

2234—Tai Lung *v.* Yee Wo..... 387.36

3—Hong Lai Ping *v.* Lo Kam Chuen 350.00

4—Cheng Kam Fai *v.* J. L. da Cruz... 25.00

10—Leung For *v.* O. A. da Cruz..... 31.80

11—Leung Chio *v.* The Hip Tai Loong 84.56

14—The Lun Hing Shop *v.* The Hip Tai Loong 174.98

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WHERE IS THE NAVY LEAGUE?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I observe from recent issues of your interesting journal that you are 'booming" the Navy League. I congratulate you on the policy you are pursuing, for there can be no doubt about the necessity for our Navy being made much stronger, in every way, than it is at present. But will you kindly inform me where the Hongkong branch of the League is located? Why the public have not been notified that it has a habitation and is a "going concern?" Whether it has accomplished anything? How many Billons in this part of the world have joined the local branch? Whether branches have been formed at Shanghai, Yokohama and Singapore? When the next meeting of members of the local branch will be held?

Yours faithfully,

SCOTCHMAN.

Hongkong, 10th January, 1896.

AUDI ALTERAM PARTEM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I have read with much interest an article in a recent issue of your valuable paper entitled "The Navy League: The meaning of Defeat" in which the writer winds up by remarking—"the voters of England must decide between these two alternatives: the workingman has to choose whether he will have lighter taxation for the moment; starvation and inevitable ruin for the future," and "the working man is to-day the arbiter; let him not be blind to his country's cause or his own interests. If we are defeated he will suffer bitterly; if we are victorious he will gain by the opening of new markets," etc.

Now, Sir, I venture to differ *in toto* from this view of the question so far as the working-man is concerned. If we are victorious we will gain by the opening of new markets. What a gain! The privilege of being driven into more factories, to enrich a few more capitalists! To provide a few more sinecures for a few more people overwhelmed with lust for wealth and power, whilst others enjoy his land, his flowers, and his sunshine. A fine picture, truly!

No doubt such a catastrophe as pictured by the writer of the article would at first prove disastrous, and result in much misery; but society would ultimately re-adjust itself, and the working man would probably be much better off afterwards than he was before, as it would result in the downfall of the "sweating" factory system (the curse of England and many other nations) and the possession of the land by the people. Sooner or later it must come to this, and in my opinion the sooner the better for the people.

It has been recently estimated that the arable lands in Great Britain are capable of supporting more than double the present population. It is in the hands of a few, and is taxed and tithed by priest and landlord so that it will not yield its increase or support more than a small proportion of the population. The life of England is an utterly false one, and cannot in the nature of things last. Nothing but a strong upheaval will ever bring about the necessary changes, and my advice to the working man would be, so far as the outside world is concerned, *laissez faire!* However as he now lives he cannot be much worse off, and would probably ultimately fare much better. No! No! Mr. Wilson, if you had said the ruling classes have everything to loose, and we working men very little indeed—except the privilege of being driven into factories to make clothes for niggers and others who could get along very well without them—you would have been nearer the mark.

I admit England ought to be "mistress of the seas." To-day she is not, and as far as the working man is concerned it is probably fortunate that others may soon have something to say to John Bull about his oppressed, over-taxed and long-suffering slaves, to whose toil alone he owes his present position among the Great Powers. We, the workers, are *the people* of England. Let that not be forgotten by the high and might aristocracy, who "toil not, neither do they spin." Enclosing my card,

I remain, Sir,

Yours faithfully,

SOCIALIST.

Hongkong, January 10th, 1896.

BRITISH NORTH BORNEO.

LONDON, December 6th.

The success that attended the first gathering of those whose interests lie in North Borneo, which took place on the 2nd inst., will encourage the committee that undertook the present reunion to score yet other successes, and make the meeting an annual one. The idea originated in the fact that a larger number of residents of North Borneo than usual happened to be in Great Britain at the present time, and they proposed to dine together ere again separating. The rumour got about, grew, and assumed proportions that justified the semi-public gathering that took place. Besides, it brings another section of British interests in the Far East into the dining line, alongside the fixtures of the China Association, the Straits Association and the Japan Society. The occasion was naturally taken advantage of to discourse on the present and future of the North Borneo Company's territory. Borneo cigars at times loomed large, and the admonition to smoke them was interspersed with eulogies on the capabilities and capacities of the magnificent country that is possessed by the Chartered Company, with admonitions to shareholders to possess their souls in patience when the question of dividends was raised. With true after-dinner spirit such shareholders as were present disclaimed ideas of returns, but looked at the grand Imperial possibilities of the country. Mr. Martin and Sir John Pender stated, and Mr. Cowie re-echoed, the fact that British North Borneo occupied a strategical position which must eventually be of great importance to the British Empire. It lays in the centre of the Eastern hemisphere, and is likely to play no mean part, particularly now that it is in telegraphic communication with the rest of the world, in the event of any disturbances. But of course before it can fulfil its destiny the coal now lying hidden, in great part, will have to be rendered accessible. In that way it will help its possibilities from an Imperial point of view. But meanwhile it has to push on with its commercial and economic development. For this side Mr. C. H. Strutt was the chief speaker on this occasion. He represented the most successful company that has yet operated in North Borneo, and the reason why others had not achieved somewhat similar results may be found partly in his statement that he spelt Planter with a capital letter, whilst the Government was inclined to put them down with a small one. Undoubtedly the planting community has had just cause in the past to complain of the want of co-operation on the part of the Government, by reason of their lack of energy in bringing one of the prime essentials to a new country—labour. They were hampered, certainly, with want of capital themselves, which again re-acted in their being unable to provide those means of communication which constitute another prime want in a new country. Progress has, therefore, been slower than might have been expected, and development consequently hindered. A country that has shown it can grow good tobacco, and also can yield all tropical products in a greater degree than elsewhere, needs only demonstration to attract that capital and labour which, with Government co-operation in ways of communication, will render it a prosperous country—prosperous alike to the agriculturist, the miner, and the long-suffering shareholders. We trust that each succeeding annual North Borneo dinner may mark an advance in these directions.—*E. & C. Express.*

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Taiyuan*) 12th inst.
English (*Pekin*) 13th inst.
German (*Karlsruhe*) 16th inst.
American (*City of Peking*) 19th inst.
American (*China*) 27th inst.
Canadian (*Empress of India*) 31st inst.

* * *

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., from San Francisco to the 21st ulto., *via* Honolulu, has arrived at Yokohama, and will leave for this port, *via* Nagasaki, at daylight on the 12th inst.

* * *

THE Canadian Pacific Railway Co.'s steamship *Empress of India* left Vancouver on Thursday morning, and may be expected to reach Yokohama about Tuesday, the 21st inst.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Hermann	steamer,	from	Kutchinotzu.
Chingping	"	"	Shanghai.
Renalder	"	"	Singapore.
Crown of Arragon	"	"	Natal.
Freir	"	"	Holhow.
Talcheong	"	"	Aroe Bay.
Rio	"	"	Singapore.
Formosa	"	"	Coast Ports.
Devawongse	"	"	Bangkok.
Borneo	"	"	Singapore.

Aggregating 12,301 tons register.

DEPARTURES.

Taisang	steamer,	for	Canton.
Cosmopolit	"	"	Holhow.
Haitan	"	"	Coast Ports.
Cassius	"	"	Singapore.
Chingtu	"	"	Yokohama.

Aggregating 6,196 tons register.

* * *

The British steamship *Formosa* left Tamsui on the 7th instant, Amoy on the 8th, and Swatow on the 9th. From Tamsui to Amoy had moderate northerly winds and sea with fine weather. From Amoy to Swatow had moderate to light north-east winds and fine weather. From Swatow to Hongkong had light variable winds with smooth sea and fine weather. In Amoy the German men-of-war *Arcona*, *Illis*, and the steamships *Lokzang*, *Chaingchew*, *Amur* and *Clara*. In Swatow the steamships *Kwang* and *Newchwang*.

HONGKONG AND WHAMPOA DOCK RETURNS.

Kaiser	in	Kowloon	Dock.
Ask	"	"	"
John Baisley	"	"	"
Zafiro	"	"	"
Chowfa	"	"	"
Pigmy	"	"	"
Salkirk	"	"	"
Kong Beng	"	"	"
Doris	"	"	"
Reina Cristina	"	"	"
Coloma	"	"	"
Heleic	"	Cosmopolitan	"
Rhodora	"	"	"
St Francis	"	Aberdeen	"
Foyle	"	"	"

Capt. Christiansen, of the German steamer *Thekla*, reported on arrival at Singapore on 25th ultimo that he passed the German bark *Madeline Richmers* the previous day off the One Fathom Bank lightvessel.

FLEET OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The following is a complete list of the vessels comprising the P. & O. Co.'s fleet as embodied in the Co.'s report submitted to shareholders on the 12th ultimo:—

		Registered Tonnage.	Horse power. Effective.
1.	*Caledonia*	7158	11000
2.	*Australia*	6971	10000
3.	*Himalaya*	6808	10000
4.	*Arcadia*	6362	7000
5.	*Oceana*	6362	7000
6	*Victoria*	6527	7000
7.	*Britannia*	6525	7000
8.	*Malta*	6064	4500
9	*Nubia*	5014	4000
10.	*Simla*	5884	4000
11.	*Rome*	5545	6000
12.	*Peninsular*	5287	5500
13.	*Oriental*	5284	5500
14	*Massilia*	5026	5000
15.	*Carthage*	5013	5000
16.	*Managon*	4937	2500
17.	*Valetta*	4919	5000
18.	*Ballaarat*	4800	4500
19.	*Parramatta*	4886	4100
20.	*Palawan*	4686	3000
21.	*Sunda*	4674	3000
22.	*Bengal*	4656	4200
23.	*Coromandel*	4652	4200
24.	*Sumatra*	4607	3000
25.	*Borneo*	4573	3000
26.	*Chusan*	4496	4200
27.	*Japan*	4319	3000
28.	*Mantia*	4210	3000
29.	*Ganges*	4206	4500
30.	*Sutlej*	4205	4500
31.	*Shannon*	4189	4500
32.	*Clyde*	4136	4500
33.	*Thames*	4113	4500
34.	*Ceylon*	4094	3500
35	*Java*	4093	3000
36.	*Malacca*	4045	3000
37.	*Formosa*	4045	3000
38.	*Kaisar-i-Hind*	4029	3800
39.	*Peshawur*	3994	3500
40.	*Aden*	3925	3000
41.	*Mirzapore*	3913	3500
42.	*Pekin*	3908	3500
43.	*Khedive*	3890	3500
44.	*Brindisi*	3553	2800
45.	*Rosetta*	3525	3500
46.	*Rohilla*	3511	3500
47.	*Ravenna*	3386	3500
48.	*Bombay*	3216	2000
49.	*Shanghai*	3216	2000
50.	*Canton*	3216	2000
51.	*Ancona*	3142	3300
52.	*Verona*	3130	3300
53.	*Siam*	3050	3000
54.	*Hydaspes*	2096	2500
		248,441	232,800
	SHIPS BUILDING.		
55.	*India*	8000	11000
56.	*China*	8000	11000
		16,000	22,000

EXPERT OPINIONS AS TO WHAT THE BRITISH FLEET SHOULD BE.

The following is taken from a Navy League pamphlet:—

LORD GEORGE HAMILTON (speech introducing the Naval Defence Act of 1889): "I think I am correct in saying that that idea" (the idea underlying *all* Naval Ministers' and Prime Ministers' speeches) "has been that our establishment should be on such a scale that it should be at least equal to the naval strength of any two other countries. For the purpose of meeting unexpected blows we should have a considerable margin of reserve."

LORD BRASSEY: "Our standard of strength in battleships should be twice that of France."—*Naval Annual*, 1889, p. 224.

SIR CHARLES DILKE: "What we have to do is to make our navy so strong that we shall be able to keep the seas open against any probable enemy . . . We cannot now trust, as we did at the beginning of the century, to slowly retrieve our position by pegging away, year after year. The whole war may be settled in a few months, and victory will probably be on the side of the Power that is prepared to strike the hardest blow, within the first few hours after the outbreak of hostilities."—Interview in *Daily Graphic*.

LORD CHARLES BERESFORD: "To make the British Fleet equal in fighting strength to its possible enemies (France and Russia) it should be numerically superior by at least one-third, taking classes of ships in their order."—Naval Programme of March, 1893.

ADMIRAL AMMEN and ADMIRAL MAHAN (*United States Navy*) have both said the British fleet should be strong, because it guarantees the peace of the world. These are the words of our kinsmen and well-wishers.

MR. CAMPBELL BANNERMAN: "I accept in the fullest and most complete form the doctrine that it is necessary for this country to hold the supremacy of the seas. I accept the doctrine of standard of supremacy that our fleet should equal any two other fleets in the world."

LORD SPENCER: "We are a peaceful nation and we wish to remain on good terms with our neighbours; but I venture to say that the best policy for this country is to maintain a powerful navy and in doing so we shall promote the best interests of the country."—Speech at Cutlers' Feast, Sheffield.

ADMIRAL SIR JOHN HAY: "We ought to have for every possible ship that any possible enemy can have another ship or another two ships, to take possession of that ship and be responsible for her. Gentlemen laugh at that, but I assure them that seems to me to be the way in which our navy should be supreme."

ADMIRAL SIR G. HORNBY: "I fancy some people will say—'You a British Admiral and not content to meet your enemy on equal terms!' Yes, I am that Admiral, and should never be content to meet an enemy in equal force, if by any possible efforts or prevision I could meet him in superior force. And for this reason, that to do so would be to infringe the first principles of warfare."—Speech at Cannon Street Hotel, June 5th, 1888.

ADMIRAL SIR CLOUDESLEY SHOVELL: "I have rarely seen at sea any victory worth boasting where the strength has been nearly equal."

WHAT THE LEAGUE ASKS OF YOU:—

To join the Navy League, a strictly non-party organization to urge upon the Government and the electorate the paramount importance of an adequate navy as the best guarantee of peace.

All inquiries may be made from and subscriptions (One guinea for Members and any smaller sum for Associates) may be paid to the Secretary at the offices of the League

13, VICTORIA STREET,

WESTMINSTER, S.W.,

Or at any branch of the League.

Intimations.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS,
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [37

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS,
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CHARTS and BOOKS,
No. 48, Queen's Road Central. [38

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS,
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
41] Opposite the Telegraph Office.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1895. [401

FOR SALE.

JAPAN HAND-MADE PAPERS,
JAPAN PRINTING PAPERS,
JAPAN COPYING PAPERS,
JAPAN WALL PAPERS,
&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned,

THE MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, 28th December, 1895. 44

Masonic.

ST. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 13th instant, at 8 for 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 6th January, 1896. [108

ZETLAND LODGE,

No. 525, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 14th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend,

Hongkong, 9th January, 1896. [112

Intimations.

JUST LANDED

FRENCH CONFECTIONERY.

Comprising:—

Crystallized Fruits, Burnt Almonds, Cocolines, Almonds Flots, Apricotines, Marzipax Almonds, &c., &c., &c.

CADBURY'S CHOCOLATE CREMES:—

Vanilla Cremes, Honey Cremes, Caramels, Nougat Pistache, Pineapple Chocolate, Chocolate Walnut,

Plush Bags, Plush Boxes and Fancy Boxes, &c., &c., &c.

"TANSAN," the New Japanese Table-Water which contains 8 per cent. more iron carbonate than that from any other Chalybeate Spring.

FLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central.

Hongkong, 10th October, 1895. [48

MR. CHADWICK KEW.

(LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.

TEETH filled permanently, from $1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [35

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W."

J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
18, Praya Central.

Hongkong, 7th October, 1895. 36



KANANGA OF JAPAN

(REGISTERED)

RIGAUD and Cº PARIS

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery.

RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chemalie EXTRACT

8, RUE VIVIENNE, 8, PARIS

Not That Way Now.

People used to take plain cod liver oil for coughs, colds, throat and lung troubles only after other remedies had been tried and found wanting.

Scott's Emulsion

is the modern idea of cod liver oil, *the first* instead of *a final resort*, when such ailments appear. The fish-fat taste is removed and the oil itself is partly digested before taken into the stomach.

Scott & Bowne, Ltd., London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.

Hongkong, 27th March, 1894.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "POLYPHEMUS.")

THE Steamship

"LENNOX"

will be despatched about 4th February.

S.S. "PORT ADELAIDE"

will be despatched about 18th February.

S.S. "GHAZEE"

will be despatched about 4th March.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th January, 1896. [78

Intimations.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION



Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI.

THE Steamship

"KWEIYANG."

Captain Dawson, will be despatched TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1896. [89

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"GISELA,"

Captain A. Mitis, will leave for the above places on or about TUESDAY, the 14th instant.

For Freight or Passage, apply to

SANDER & Co.,
Agents.

Hongkong, 7th January, 1896. [93

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 15th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th January, 1896. [94

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Selby, will be despatched as above on or about FRIDAY, the 17th January.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th December, 1895. [1793

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Steamship

"HUPEH,"

Captain Quat', will be despatched on SATURDAY, the 18th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th January, 1896. [95

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")

THE Steamship

"FALLODON HALL,"

Captain Kilvert, will be despatched for the above Port on or about 23rd instant.

For Freight, apply to

SHEWAN & Co.

Hongkong, 6th January, 1896. [82

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896
(Subject to Alteration.)

Mount Lebanon	...	Saturday	... 25th Jan.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"

will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on SATURDAY, the 25th January.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co.,
Agents.

Hongkong, 9th January, 1896. [109

"SHIR" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvyan, will be despatched for the above Ports on SATURDAY, the 25th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 3rd January, 1896. [1704

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain J. E. Hansen, will be despatched for the above Ports on TUESDAY, the 14th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 8th January, 1896. [100

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND,"

Captain McIntosh, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd January, 1896. [68

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL.

THE Company's Steamship

"CHINGWO,"

J. Gray, Commander, will be despatched as above on or about the 19th instant.

For Freight or Passage, apply to

HOLLIDAY, WISE & Co.,
Agents.

Singapore, 8th January, 1896. [101

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES,"

Captain Harvey, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th January, 1896. [96

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"JOHN R. KELLEY,"

Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 21st November, 1895. [1608

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"BRODICK CASTLE,"

Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, 5th December, 1895. [1692

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"DANIEL BARNES,"

Rogers, Master, shortly expected, will load here for the above Port, and will be despatched on or about the 20th February, 1896.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 31st December, 1895. [1857

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 11th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 8th January, 1896. [102

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

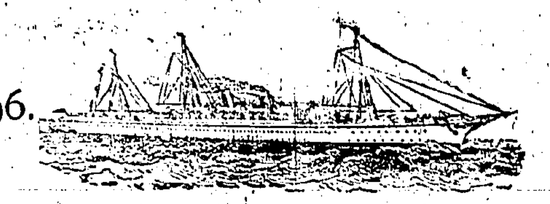
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 6th January, 1896. [2

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 22nd January, '96
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th February, '96.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th December, 1895. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama)	}	Tuesday, 14th Jan., at Noon, 1896.
Belgic (via Nagasaki, Kobe, Inland Sea & Yokohama)	}	Saturday, 1st Feb., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama)	}	Tuesday, 3rd March, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 14th Jan., 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central,

J. S. VAN BUREN, Agent.

Hongkong, 6th January, 1896 [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

"JEYES' FLUID" THE BEST DISINFECTANT.

DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 4th March 1895. [9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	}	Saturday, 25th January, at Noon, 1896.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	}	Saturday, 8th Feb., at Noon, 1896.
Peru (via Nagasaki, Kobe, Inland Sea & Yokohama)	}	Saturday, 22nd Feb., at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th Jan., 1896, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central,

J. S. VAN BUREN, Agent.

Hongkong, 6th January, 1896. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 16th July, 1895. [48

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma	...	2,549	Thursday... Jan. 23.
Victoria	...	3,167	Tuesday ... Feb. 11.
Hankow	...	3,594	Tuesday ... Mar. 10.
Tacoma	...	2,549	Tuesday ... April 7.

THE Steamship

"TACOMA,"

Captain Crawford, sailing at Noon, on THURSDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, Wash., *via* SHANGHAI, KOBE and YOKOHAMA

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 9th January, 1896 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Karlsruhe	...	Monday	... 3rd Feb.
Prinz Heinrich	...	Tuesday	... 3rd March.
Preussen	...	Tuesday	... 31st March.
Sachsen	...	Tuesday	... 28th April.
Karlsruhe	...	Tuesday	... 26th May.
Prinz Heinrich	...	Tuesday	... 23rd June.

ON MONDAY, the 3rd day of February, 1896, at 3 P.M., the Company's Steamship "KARLSRUHE," Captain ——, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 1st Feb. Cargo and Specie will be received on board until NOON on MONDAY the 3rd Feb., and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 2nd Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 7th January, 1896. [88

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO', ANTWERP AND HAMBURG,

VIA SUEZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA.

FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT STEAMERS OF THE RICKMERS RICKMILLING, SHIPOWNING AND SHIPBUILDING COMPANY OF BREMEN.
(SUBJECT TO ALTERATIONS.)

Dorothea Rickmers	...	3,846	December.
Dithe Rickmers	...	3,700	January.
Maria Rickmers	...	5,500	February.
Helene Rickmers	...	3,213	March.
Sophie Rickmers	...	3,249	April.
Ellen Rickmers	...	5,500	May.
Elisabeth Rickmers	...	5,500	June.

FROM THE EAST.

VIA SINGAPORE,

TO HARE, BREMEN AND HAMBURG, and other Continental Ports, if sufficient inducement offers.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM and ROTTERDAM).

PROPOSED SAILINGS.
(SUBJECT TO ALTERATIONS).

Dorothea Rickmers	...	3,846	February.
Dithe Rickmers	...	3,700	March.
Maria Rickmers	...	5,500	April.
Helene Rickmers	...	3,233	May.

THE Steamers are all FIRST-CLASS RISKS and are supplied with all the modern Appliances and powerful Engines.

For further Particulars, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, January, 1896 [98

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.